

ITEM-4	PLANNING PROPOSAL - 64 MACKILLOP DRIVE, BAULKHAM HILLS (5/2018/PLP)
THEME:	Balanced Urban Growth.
OUTCOME:	7 Responsible planning facilitates a desirable living environment and meets growth targets.
STRATEGY:	7.2 Manage new and existing development with a robust framework of policies, plans and processes that is in accordance with community needs and expectations.
MEETING DATE:	12 DECEMBER 2017 COUNCIL MEETING
GROUP:	STRATEGIC PLANNING
AUTHOR:	TOWN PLANNER KAYLA ATKINS
RESPONSIBLE OFFICER:	MANAGER – FORWARD PLANNING STEWART SEALE

EXECUTIVE SUMMARY

This report recommends that a planning proposal to amend the zoning, building height, and heritage mapping for land at 64 Mackillop Drive and 34 Salamander Grove, Baulkham Hills not proceed to Gateway Determination.

The planning proposal seeks to facilitate the development of approximately 408 dwellings comprising 270 units within two (2) to four (4) storey residential flat buildings, 110 medium density townhouses and small lot dwellings, and 28 low density detached dwellings. The proponent also proposes to dedicate land for public open space at no cost to Council with a total area of approximately 11,150m².

The proposal is inconsistent with Council's strategic planning objectives, as set out in The Hills Corridor Strategy, as it is located outside the boundary of the Norwest Precinct. The proposal does not provide sufficient community benefit or strategic justification for the proposed increase in yield or variation from the existing development outcome already approved for the site.

Council previously approved a planning proposal in 2012/2013 which enabled increased density on the site and resulted in changes to the zone and intensity of development permissible. Council subsequently approved a master plan for the site in 2013 enabling a mix of medium and low density residential development. While this outcome has not yet been fully implemented by the proponent, it better aligns with the vision and densities envisaged in the State Government's Norwest Structure Plan, offers a smooth transition between densities within the Station Precinct and lower density development at the periphery and is more appropriate in terms of infrastructure capacity within the locality.

As part of the previous planning proposal and master plan approval, consideration was given to the location of the site in relation to the future Norwest Station and Norwest Business Park. There are no circumstances since the time of these previous approvals that warrant any further amendment to Council’s LEP or provide adequate reason to justify variation to the currently approved outcome for the site.

The proponent has proposed public benefits as part of the proposal which includes the dedication of public open space, public pathways, lighting and associated works, as well as through site links to improve access to the future Norwest station. The location, quality, usability and topography of the proposed public open space are not ideal and under the previous master plan this space is already required to be dedicated as a drainage basin to Council at no cost under an existing Voluntary Planning Agreement. The applicant has not resolved how the drainage can be managed if the basin is changed to public open space.

It is recommended that the proposal not proceed on the basis that it is inconsistent with local and State strategic policy objectives and the proposed dedication of public open space will not provide a significant community benefit. Further, it would undermine the extensive strategic analysis that was undertaken to determine the existing master plan approval, which results in a more appropriate outcome, consistent with the adopted vision for the precinct.

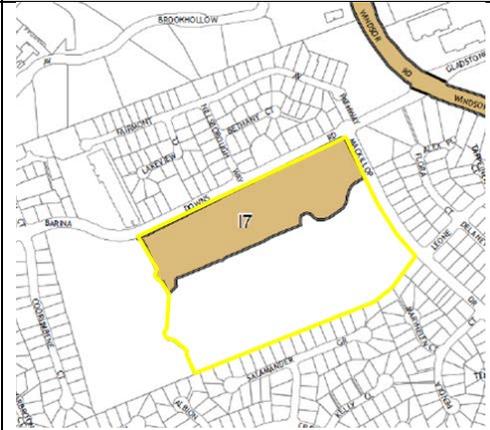
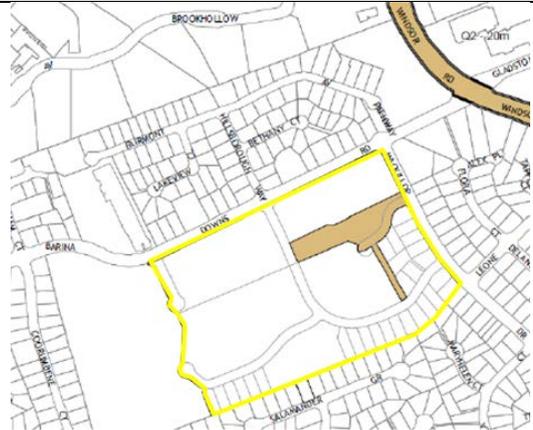
PROPONENT

Aqualand Dee Why Development Pty Ltd (The proponent purchased the site shortly after the rezoning and DCP controls were adopted by Council in November 2013).

OWNERS

Aqualand Development 3

THE HILLS LOCAL ENVIRONMENTAL PLAN 2012

	Existing	Proposed
Zone:	R2 Low Density Residential R3 Medium Density Residential	R2 Low Density Residential R3 Medium Density Residential R4 High Density Residential RE1 Public Recreation
Minimum Lot Size:	700m ²	700m ²
Maximum Height:	9m	9m, 12m, 16m
Heritage:		

POLITICAL DONATIONS

Nil disclosures by the proponent.

BACKGROUND

A previous master plan for the site was approved in 2013 (6/2012/PLP and 6/2012/JP) which amended zoning and maximum building height under The Hills Local Environmental Plan 2012 to facilitate a mix of low, medium and high density residential development with a total of 195 dwellings. The approved master plan, which included the adjacent Sisters of Saint Joseph's site, was the subject of in-depth strategic analysis that determined suitability of the site and its various constraints, appropriateness of yield, strategic context and locality, capacity of existing infrastructure and interface with the surrounding built form. The proponent purchased the site with the knowledge of this previous master plan as well as the strategic analysis that was undertaken to determine the approved plan.

The approved 2013 master plan included an indicative yield of 195 dwellings for the whole of the Sisters of St Joseph site including 78 conventional lots, 75 small integrated housing lots and 42 apartments. The master plan provides a smooth transition to existing low density detached dwellings located outside of the Norwest Precinct, as well as adjacent to future medium density residential development along Barina Downs Road. The area is currently characterised by at-capacity roads and peak traffic and the approved master plan gives consideration to this.



Figure 1

Approved master plan development concept (6/2012/PLP)

REPORT

The purpose of this report is to consider a planning proposal to amend The Hills Local Environmental Plan 2012 (LEP 2012) to facilitate a master planned development comprising low, medium and high density residential development and public spaces.

1. THE SITE

The site is known as 64 Mackillop Drive (Lots 1001 and 1002 DP1190982) and 34 Salamander Grove, Baulkham Hills (Lot 574 DP713531). The site is approximately 550-600 metres walking distance from Norwest Railway Station and has an area of approximately 12.5 hectares.

The site is bound by Barina Downs Road along the northern perimeter, the Sisters of Saint Joseph’s Centre to the west and Mackillop Drive along the eastern perimeter. The surrounding locality consists of low and medium density residential development. The site contains a central ridge line running east-west, and the land slopes down from either side of this ridge line. The site also contains a heritage item (I7) of local significance (Saint Joseph’s Novitiate), which represents a fine example of the bungalow in original condition.



Figure 2
Aerial view of the site and surrounding locality

The site is located at the southern edge of the Norwest Station Precinct under the State Government’s 2013 Corridor Strategy as shown in Figure 3 below.

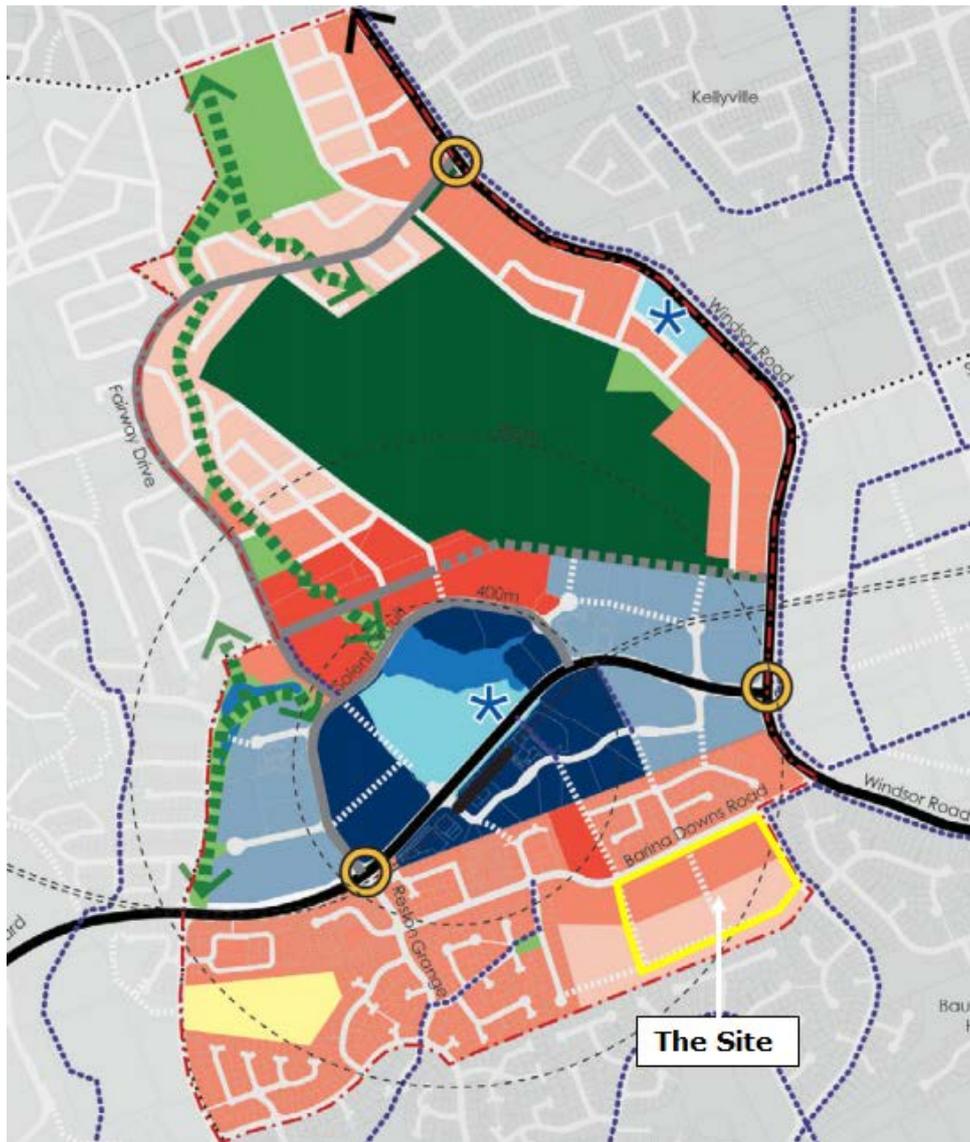


Figure 3
State Government Norwest structure plan

2. PLANNING PROPOSAL

The proposed development concept seeks to facilitate an increase in residential density on the site of approximately 408 dwellings comprising 270 units within two (2) to four (4) storey residential flat buildings, 110 medium density townhouses and small lot dwellings, and 28 low density detached dwellings (resulting in a density of 33 dwellings per hectare across the site). The proponent also proposes to dedicate land for public open space, at no cost to Council, with a total area of approximately 11,150m² outlined in green in Figure 4.



Figure 4
Proposed development concept



Figure 5
Proposed apartment massing along Barina Downs Road (proposed number of storeys indicated)

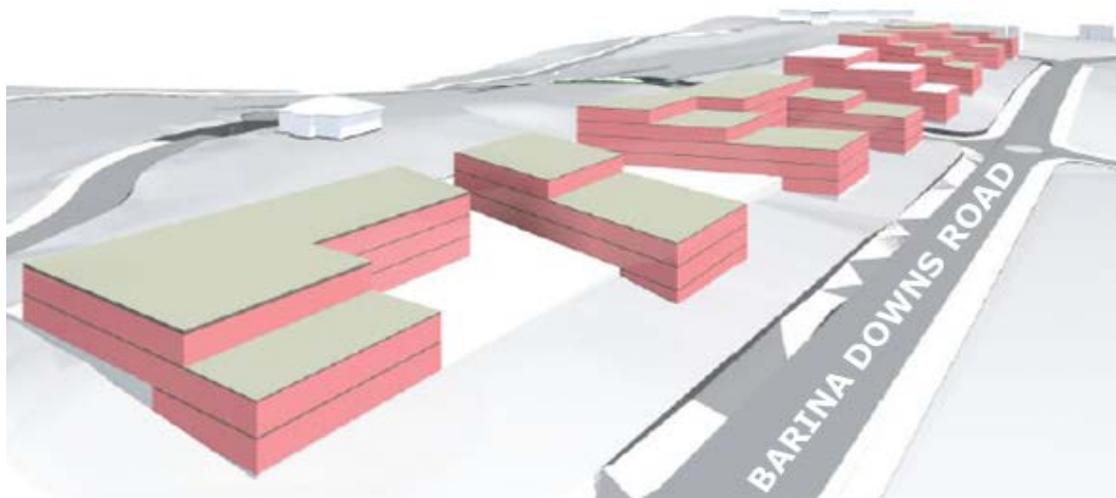


Figure 6
Indicative street view of proposed apartment massing

To achieve this development outcome the planning proposal seeks to amend LEP 2012 as follows:

1. Rezone the site from part R2 Low Density Residential and Part R3 Medium Density Residential to Part R2 Low Density Residential, Part R3 Medium Density Residential, Part R4 High Density Residential and Part RE1 Public Recreation (see Figure 7);
2. Amend the Height of Buildings Map to increase the maximum building height from 9m to part 9m, part 12m and part 16m (would allow up to 5 storeys); and
3. Amend the Heritage Map so that Item 17, Saint Joseph's Novitiate, applies only to the proposed lot containing the heritage curtilage rather than the entire site.

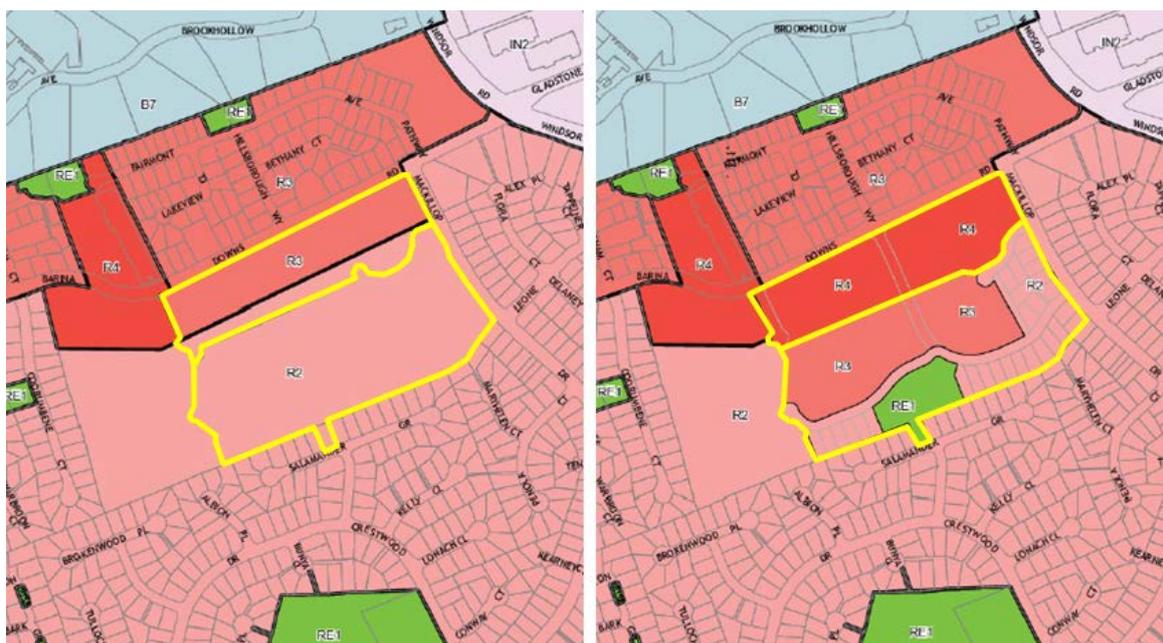


Figure 7

Existing (left) and proposed (right) zoning map

The proponent has submitted an offer to enter into a new Voluntary Planning Agreement in association with the planning proposal which would provide:

- Dedication of 1,600m² of tree lined park;
- Upgrade of an 8,783m² drainage reserve (Lot 214) to public park including landscaping, pathways and plantings;
- Dedication of 34 Salamander Grove as open space and an extension of the proposed public park (Lot 214) including demolition of existing dwellings, park embellishment and landscaping;
- Monetary contribution towards active open space off-site; and
- Public domain upgrades offsite including lighting for pedestrian link to the station (Fairmont Ave to Brookhollow Ave), new footpaths and streetscape works.

The letter of offer indicates that the items in the Voluntary Planning Agreement would be in lieu of Section 94A Contributions. The proponent has also suggested the possibility of dedicating the heritage item to Council as a community facility. Overall, the proponent has valued their offer at approximately \$7 million (\$17,000 per dwelling).

3. MATTERS FOR CONSIDERATION

The planning proposal requires consideration of the following matters:

- a) Strategic Context;
- b) Residential Density and Diversity of Built Form;
- c) Apartment Size and Mix;
- d) Interface to Medium and Low Density;
- e) Common Open Space;
- f) Traffic Impacts; and
- g) Infrastructure Demand

a) Strategic Context

While the proposal is broadly consistent with the delivery of housing supply, the existing master plan approval represents an outcome that is more consistent with the high-level strategic planning framework in that it:

- Facilitates an outcome which more appropriately aligns with growth targets and infrastructure capacity within the locality and represents a superior urban design and liveability outcome;
- Better aligns with growth projections and the provision of infrastructure and ensures a more diverse supply of housing in this location (especially given the significant opportunities for apartment development within the Norwest Precinct, in closer proximity to the station);

A detailed assessment against A Plan for Growing Sydney, the Draft Greater Sydney Region Plan and Draft Central City District Plan is provided in Attachment 2.

North West Rail Link Corridor Strategy and related Ministerial 117(2) Direction 5.9

Ministerial Direction 5.9 requires that a planning proposal be consistent with the North West Rail Link Corridor Strategy and Precinct Structure Plans (in particular the growth projections and future character) and promote the principles of transit-oriented development.

The Norwest Station Structure Plan identifies the northern portion of the subject site for medium density residential development (Figure 8) that transitions to low density detached living on the edge of the precinct and beyond. It is acknowledged that 'medium density' under the State Government Structure Plan can include 3-6 storey apartment buildings. However, in considering the previous planning proposal the incorporation of three (3) storey residential flat buildings in the north western corner of the original site, along with small lot dwelling capability along the remainder of Barina Downs Road was considered to be the most appropriate outcome and consistent with this strategic direction.

**Figure 8**

Proposed location of 'medium density' in Norwest under NWRL Strategy

Much of the medium density housing proposed within the current planning proposal exceeds the low density detached living character and density envisaged under the Strategy (Figure 9). At the time of the State Government's adopted Strategy, in-depth strategic analysis had already been undertaken for the site and a good design outcome was achieved through the approved master plan which consisted of a more appropriate and smoother transition of density and built form.

**Figure 9**

Proposed location of low density in Norwest under NWRL Strategy

Should the planning proposal proceed, Council must satisfy the Secretary of the Department of Planning and Environment that inconsistency with any Section 117 Direction is justified (including Direction 5.9 which requires a planning proposal to be consistent with the North West Rail Link Corridor Strategy). Given the approved master plan and its extensive strategic analysis, the amenity and infrastructure impacts likely to result from the proposed development concept and the lack of quality open space to accompany the uplift, it is considered that this inconsistency is unjustified.

The Hills Corridor Strategy

In 2015 Council adopted The Hills Corridor Strategy to provide a more detailed response to the delivery of future housing and employment for all rail station precincts. The Strategy translates the vision of the State Government Strategy to reflect the values and lifestyle of Hills Shire residents.

The site is not identified within the Hills Corridor Strategy Norwest Precinct. The Norwest Precinct is envisioned to be a natural expansion of the existing business park with a specialised commercial and employment core surrounded by increased housing densities. To exceed the residential yield forecast for the Norwest Precinct by rezoning this site would be inconsistent with the adopted vision and growth for the Norwest locality.

b) Residential Density and Diversity of Built Form

The site is identified under the State Government's North West Rail Link Corridor Strategy as being suitable for medium and low density residential living, and following the detailed consideration of the previous planning proposal and approval of the existing master plan, it is considered that the approved outcome for the site is consistent with this vision. The current planning proposal is in excess of the densities envisaged through these previous planning investigations. This is also reflected through the site not being identified in The Hills Corridor Strategy as being suitable for any further uplift beyond the existing approval.

The site is of particular importance in facilitating a transition of built form between development within the Norwest Precinct and existing low density detached dwellings outside of the Precinct. A comparison of densities and built form is shown in Table 1 and 2 below. The densities and dwelling numbers in the tables exclude the land and yield where no change is proposed (42 apartments and 7 large lot detached dwellings that are not part of the current proposal - refer Figure 4)

	Density (dwg/ha)
Approved Master Plan	15
Proposed Master Plan	33

Table 1

Approved and proposed residential densities

Note Densities are calculated based on total site area and include open space areas and internal road layout.

The planning proposal would provide for an additional 255 dwellings on the subject site above what has previously been considered by Council. It also reduces the number of low density dwelling provided by 50. Insufficient strategic justification has been provided to warrant the additional yield and change in dwelling mix.

Dwelling Type	Approved Master Plan	Proposed	Net Change
Low Density	78	28	-50
Medium Density	75	110	+35
Apartments	-	270	+270
Total	153	408	+255

Table 2

Comparison of dwelling type and numbers under approved and proposed master plans

The State Government Norwest Structure Plan envisages 4,350 additional residential dwellings within the Norwest Precinct. Of these additional dwellings, 51% (2,700 dwellings) are anticipated to be apartments and 42% (1,300 dwellings) are projected to be single detached dwellings or townhouses. The previous master plan facilitated a

greater mix of small lot integrated housing and medium and large lot detached dwellings which, given the distance from the station and interface with low density development, is an appropriate mix of dwellings on this site. In addition to providing a transition of densities away from the future railway station, the approved concept provided a greater diversity of housing choice than the amended planning proposal which seeks to facilitate more apartments.

In addition, approved planning proposals and those under evaluation throughout the Norwest Precinct have potential to contribute 3,200 apartments, which is already in excess of the required apartment stock for the Norwest Precinct under the NWRL Corridor Strategy. Figure 10 below indicates the number of apartments approved or currently under evaluation. These sites are specifically identified for high density residential development under State Government Strategy and are in strategic locations that are considered more appropriate for a high density apartment built form. There are still several undeveloped high density sites within the precinct, including Norwest Market Town.

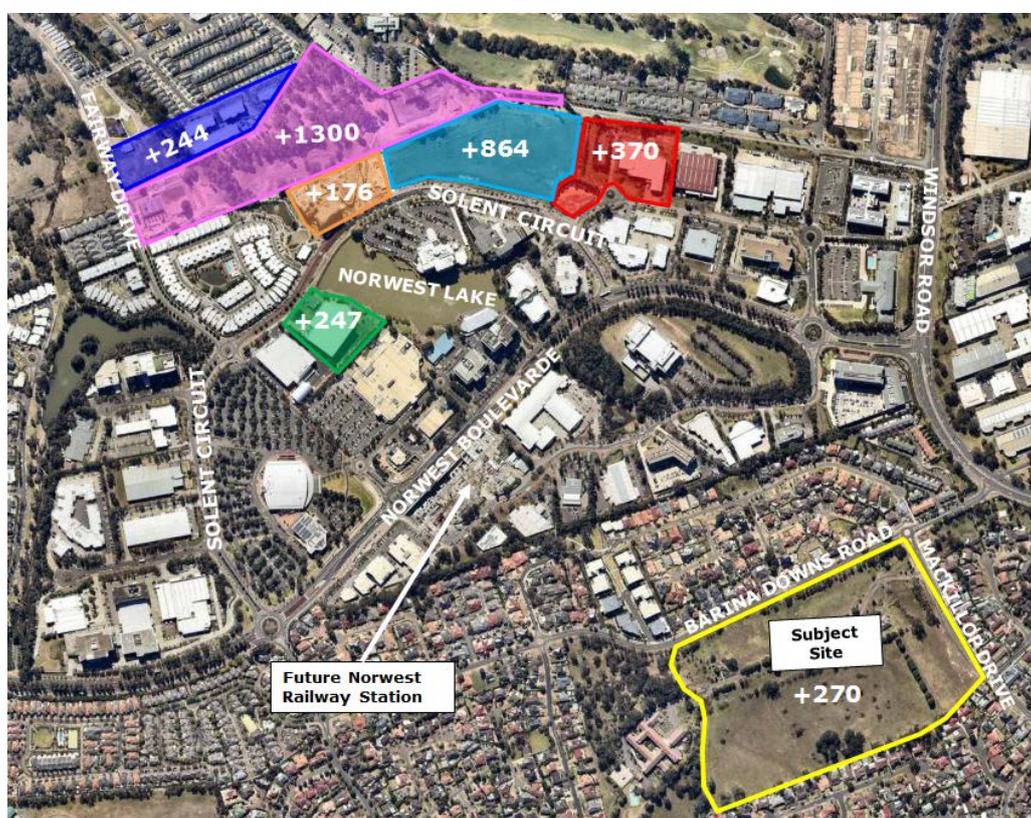


Figure 10

Apartments approved or under evaluation in the Norwest locality

Given the subject site is not identified for high density residential development, and the existing master plan achieves a more diverse housing choice that is more consistent with the NWRL Corridor Strategy, the increased density is considered to be a significant variation in the planned growth for the area with insufficient strategic justification for the amended concept.

c) Apartment Size and Mix

The planning proposal does not include a commitment to comply with Council's apartment size, mix and car parking requirements which will promote the housing outcomes advocated by Council to suit the needs of expected future residents.

The proposed mix of dwellings includes 25% one bedroom apartments, 10% three bedroom apartments with the balance as two bedroom apartments (65%). Under the methodology agreed with State Government for planning proposals within the rail corridor, at least 20% of the total number of apartments are to be three or more bedrooms.

Council has recently inserted a new clause 7.12 within LEP 2012 to ensure that developments comply with the apartment mix, apartment size and car parking within the Sydney Metro Northwest Urban Renewal Corridor. The new provision provides certainty to Council and the community that a diversity of housing will be provided. Should Council resolve to proceed, that part of the site identified for residential flat buildings site would need to have a base and incentive floor space ratio applied and the site identified as "Area A" on the Floor Space Ratio map to ensure the provision applies.

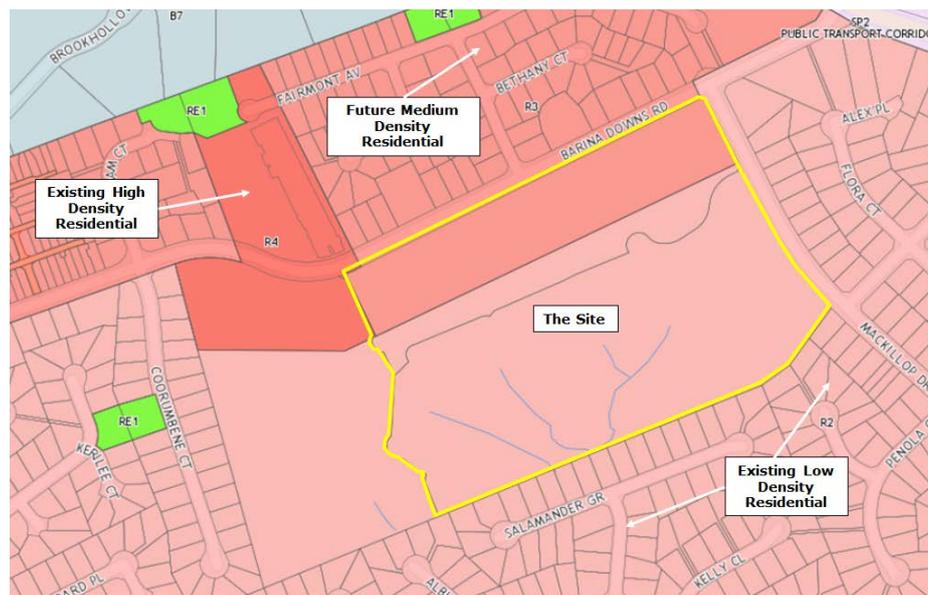
d) Interface to Medium and Low Density

The site has a northern interface with R3 Medium Density Residential land that currently comprises low density detached dwellings. It is anticipated that a medium density built form outcome of 3-6 storey apartments will be achieved on the northern side of Barina Downs Road in accordance with the Hills Corridor Strategy, where the land has been identified for a density of 96 dwellings per hectare in the future.

To the northwest, the site interfaces with existing and proposed R4 High Density Residential apartments along Barina Downs Road comprising 3-6 storeys. The development directly interfaces with R4 High Density Residential land on the Sisters of Saint Joseph's site, in accordance with the approved master plan for the site. The site interfaces to the south and east with existing detached low density residential dwellings. Given the topography of the land and location at the edge of the precinct, Barina Downs Road provides a logical boundary between high density residential (to the north – within the Norwest Precinct) and medium to low density development (to the south – outside of the Precinct). The approved master plan takes into account these important interfaces and ensures an appropriate transition in density and built form.

Given the topography of the site and the proposed four (4) storey building massing close to the ridgeline, the proposed residential flat buildings would appear visually dominant when viewed from both the south and the north and will potentially impact on wider district views. Should Council support the planning proposal, more consideration is needed of the visual impact of the residential flat buildings at this location along the prominent ridgeline.

The amended planning proposal would result in a poor urban design outcome and a less appropriate transition of density than the approved master plan which gives greater consideration to the site's various interfaces.

**Figure 10**

Zoning map showing interfaces with other densities

e) Common Open Space

The development concept indicates an adequate provision of common open space for future residents within the residential flat building component of the site. Under the current DCP 2012 requirements, a yield of 270 apartments would require 5,400m² and the proposal meets this requirement.

f) Traffic Impacts

A traffic assessment prepared by Ason Group dated 21 September 2017 was submitted in support of the planning proposal. The planning proposal is expected to generate approximately 173 and 174 vehicle trips during the morning and afternoon peak hours respectively. After accounting for approved trip generation from the subject site, it is expected that the planning proposal will result in an additional 16 vehicle trips in the morning peak hour and 17 vehicle trips in the afternoon peak hour.

The assessment identified certain aspects of the surrounding road network to be currently at capacity or unsatisfactory, with some areas requiring additional capacity through traffic signals, roundabouts and give way and stop signs. The traffic assessment specified the intersection of Windsor Road and Barina Downs Road as a priority requiring additional control for its current performance. The intersection of Reston Grange and Norwest Boulevard was also identified as exceeding current capacity. The proponent has not proposed any infrastructure works to accommodate the additional unplanned growth, and the additional impacts of the increased yield remain unjustified.

Additionally when combined with the potential of other sites in the locality (which *are* strategically identified for uplift) the cumulative impact on the surrounding road network is likely to be significant. The traffic assessment submitted with the proposal is principally focused on the subject site in isolation, without full consideration of the growth that is likely to occur within the broader Norwest Precinct. This issue has been raised previously with Council contacting the Greater Sydney Commission and the Minister for Transport and Infrastructure highlighting the urgency of obtaining the traffic modelling for the Sydney Metro Northwest Precincts to enable Council to responsibly plan for new local infrastructure. In order to adequately consider the impacts of any individual proposal, a macro transport model is needed for the entire Norwest Business

Park which takes into account the impact of the rail and all known/planned developments within the Norwest Precinct.

The Traffic and Parking Report does not adequately address the potential impacts associated with the redevelopment of other sites within the Norwest Station Precinct. Should Council support the planning proposal in principle it is recommended that it not proceed until there is a comprehensive review of the traffic implications in the full context of the Business Park to improve infrastructure and remove bottlenecks to increasing economic activity in the Norwest precinct.

g) Infrastructure Demand

The additional yield proposed under the planning proposal is unplanned/un-serviced growth and consideration must be given to how any additional uplift on the site would be supported by adequate infrastructure.

The proponent is proposing to dedicate 11,150m² of land at no cost to Council as public open space. This includes the existing drainage reserve (Lot 214, 8,783m²), the extension to 34 Salamander Grove, Baulkham Hills (767m²) and the tree lined park to the heritage item (1,600m²). While the total area proposed to be dedicated is 11,150m², the land does not provide a substantial community benefit (and does not justify the increased yield on the site) given that:

- The drainage reserve is already proposed to be dedicated to Council under an existing (executed) Voluntary Planning Agreement associated with the approved master plan;
- The tree lined park is too small and narrow to be usable for the broader public and primarily increases the amenity and accessibility to residents within the development;
- The tree lined park incorporates the heritage house that forms part of the development's internal community facilities under the approved master plan. This building is not identified as being required for community facilities to the wider community and has potential to create a significant maintenance cost burden to Council in the future; and
- The topography and stormwater management concerns associated with the drainage reserve and 34 Salamander Grove significantly reduce the accessibility, usability and embellishment potential of the proposed public open space.

The 255 additional unplanned dwellings (over and above the achievable yield detailed in Table 2) would generate the need for approximately:

- 13% of a new sports field;
- 13% of a local park;
- 13% of a netball court;
- 13% of a tennis court; and
- 5.1% of a local community centre.

While the proponent has offered passive open space to be dedicated to Council, the proposal does not adequately address how the additional demand generated from this planning proposal for local infrastructure will be resolved or facilitated.

4. OPTIONS**Option 1**

The planning proposal to facilitate high, medium and low density residential development of up to 16m, comprising 408 dwellings, be forwarded to the Department of Planning and Environment for Gateway Determination.

Option 2

The planning proposal not proceed to Gateway Determination.

It is recommended that Council not proceed with the Gateway Determination, as per Option 2, on the basis that the planning proposal is inconsistent with local and state strategic policy objectives, would facilitate an inferior outcome in comparison to the existing master plan approval for the site, does not provide any significant community benefit and undermines the extensive strategic analysis and investigations that were already undertaken by Council in approving uplift on the site in 2013 through the previous planning proposal and master plan approval.

IMPACTS**Financial**

This matter has no direct financial impact upon Council's adopted budget or forward estimates. If the proposal is further advanced, a further report will be brought forward highlighting how the increased demand for local infrastructure will be funded.

The Hills Future – Community Strategic Plan

The planning proposal is inconsistent with the outcomes and strategies of The Hills Future as the planning proposal is not reflected within current Council policies and adopted Strategies for the rail corridor. The planning proposal does not present a responsible planning outcome as it exceeds the planned growth for the area and represents an inferior outcome compared with the existing master plan approval for the site.

RECOMMENDATION

The planning proposal to amend zoning, building height, and the heritage mapping for land at 64 Mackillop drive and 34 Salamander Grove, Baulkham Hills not proceed to Gateway Determination for the following reasons:

1. The planning proposal is inconsistent with the objectives of the State Government Corridor Strategy, specifically growth projections and yield;
2. The planning proposal is inconsistent with the Hills Corridor Strategy in that it would allow for a dwelling yield and built form well in excess of the envisaged outcome for the Precinct;
3. The proposal fails to adequately address the demand for additional local infrastructure or provide a significant community benefit to justify the increased yield on the site from the previous master plan;
4. The impacts on the local road network have not been adequately addressed; and
5. The proposal is contrary to the extensive strategic analysis already undertaken by Council as part of the recently approved master planning process for the site, which achieves a more appropriate outcome for the site and has greater consideration for existing infrastructure capacity.

ATTACHMENTS

1. Supporting Information – History (2 pages)
2. Supporting Information – Strategic Context (3 pages)

ATTACHMENT 1

HISTORY

22/03/2011	Application lodged to amend the Baulkham Hills Development Control Plan and introduce site specific development controls for No. 64 Mackillop Drive, Baulkham Hills.
04/07/2011	Development Application No. 6/2012/JP lodged for a concept master plan and staged residential subdivision.
28/02/2012	Council resolved to exhibit proposed site specific amendments to Baulkham Hills Development Control Plan, Part C Section 3 – Residential and to forward a planning proposal to the department of Planning and Infrastructure for a Gateway Determination.
13/03/2012- 13/04/2012	Exhibition of Draft Baulkham Hills Development Control Plan Part C, Section 3 – Residential.
12/06/2012	Gateway Determination for the subject planning proposal issued by the Department of Planning and Infrastructure.
10/07/2012- 10/08/2012	Exhibition of the planning proposal.
05/10/2012	Notification of The Hills Local Environmental Plan 2012
04/02/2013	Draft Voluntary Planning Agreement submitted to Council for consideration.
13/08/2013	Council resolved to proceed with the draft Voluntary Planning Agreement.
25/09/2013	Development Application No. 6/2012/JP approved by the Joint Regional Planning Panel.
22/11/2013	Notification of The Hills Local Environmental Plan 2012 with land at 64 Mackillop Drive rezoned and maximum height of buildings increased.
04/05/2017	Modification Application No. 6/2012/JP/A lodged for an amendment to the approved 3-lot subdivision to facilitate a 2-stage subdivision within approved Lots 1001 and 1002.
22/08/2017	Modification Application No. 6/2012/JP/B lodged for an amendment to the approved road grading, provision of two (2) associated temporary on-site detention basins, revised earthworks and modification of Condition 32 relating to interpretative heritage signage.
27/08/2017	Modification Application No. 6/2012/JP/A approved by Council.
25/09/2017	Application lodged to amend The Hills Local Environmental Plan 2012 and The Hills Development Control Plan 2012 for land at

11/10/2017

64 Mackillop Drive and 34 Salamander Grove, Baulkham Hills.

Modification Application No. 6/2012/JP/C lodged for an amendment to engineering plans, landscape plans and Voluntary Planning Agreement.

ATTACHMENT 2**STRATEGIC CONTEXT**A Plan for Growing Sydney

The metropolitan strategy sets out key objectives and actions for capturing meaningful growth with the aim of enhancing and sustaining Sydney's future productivity, liveability and natural landscapes. A key aspect for facilitating growth is facilitating the supply of housing in strategic locations that are closer to jobs (Direction 2.2). The planning proposal will achieve this objective; however the approved master plan will facilitate housing supply that better aligns with envisioned growth targets without significant impact on infrastructure capacity.

A Plan for Growing Sydney emphasised the importance of matching high density development with local infrastructure improvements and good design to improve liveability (Direction 3.1). The planning proposal is inconsistent with this direction as it seeks to facilitate housing at a rate of growth above what was envisaged for the locality and associated infrastructure. The existing master plan is more consistent with this direction as it delivers housing supply at a rate more appropriate for the existing and planned infrastructure, and therefore achieves a better design within a more liveable community.

Draft Greater Sydney Region Plan

The draft Greater Sydney Region Plan aims to meet the needs of a growing and changing population by incorporating the 10 Directions for a Greater Sydney into objectives and actions for a more liveable, productive and sustainable city. The Plan seeks to spread the benefits of growth across the Metropolitan Area by transforming Greater Sydney into a metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. The Hills Shire local government area falls within the Central River City, which is envisaged to capitalise on transport links and continue to develop world-class health, education and research institutions, finance services and administration sectors as well as attract skilled workers and successful businesses.

While the proposal supports the key principle of facilitating housing supply it fails to address this in the broader context of ensuring the provision of new homes occurs in strategic locations that align with the supply of appropriate local infrastructure. The proposal is therefore inconsistent with Objective 2: Infrastructure aligns with forecast growth – growth infrastructure compact. As the site was not identified within the Hills Corridor strategy and the amended development concept exceeds the yield identified for the site under the North West Rail Link Corridor Strategy, the proposal cannot be deemed 'forecast growth', and does not align with the associated provision of infrastructure.

Objective 10 of the draft Plan articulates the importance of diversity in the supply of housing in appropriate locations. While the proposal broadly contributes to the supply of housing, the amended development concept and the resulting increase in yield fail to address the provision of housing in the broader strategic context. Objective 10 specifies good strategic planning as the key to linking the delivery of homes in the right location with local infrastructure. Through its inconsistency with state precinct planning and the undetermined infrastructure requirements as a result of incomplete precinct planning for Norwest, the proposal is found to be inconsistent with objective 10 of the draft Plan.

Draft Central City District Plan

In September 2017, the Greater Sydney Commission released a revised draft District Plan that aligned with the draft Greater Sydney Region Plan. The plan sets out the strategic vision for the district, how strategic, specialised and local centres will interact with and support each other, and how planning proposals will contribute to implementing this vision. An assessment of the planning proposal against the following relevant Planning Priorities as listed in the revised Plan is included below:

- *Providing services and social infrastructure to meet people's changing needs*

The Plan aims to improve the balance between a mix of housing and infrastructure provision as well as local services and programs to support socially connected, active and healthy lifestyles. While the planning proposal delivers a supply of housing, it has not provided the associated infrastructure and community benefit to justify the increased yield above the recently approved master plan for the site. The existing master plan achieved a better mix of housing, infrastructure and community benefit while the amended planning proposal is too heavily focused on the supply of housing that is unsupported by local infrastructure or improved community benefit to justify further uplift on the site.

- *Providing housing supply, choice and affordability with access to jobs and services*

The revised draft Plan sets out five-year housing targets of 8,550 additional dwellings and, while the planning proposal does contribute to housing supply, the Hills Shire is well on track to exceed these targets. Accordingly, excessive yield on the site is not required to meet the Plan's housing targets particularly as the approved master plan better aligns with the density and building typology envisaged under State Government Strategy.

- *Creating and renewing great places and local centres, and respecting the District's heritage*

The draft Plan aims to provide active streetscapes that enhance viability and access to high-quality, community specific public places. The planning proposal would result in a changed streetscape on Barina Downs Road, from medium density residential to high density. The high density residential is inconsistent with the character of Barina Downs Road. There has not been a significant improvement in the proposed public spaces that warrants the significant yield increase. The existing masterplan better achieved active streetscapes through its smooth transition to lower densities beyond the Norwest precinct.

The draft Plan identifies heritage and history as important components of local identity that contribute to the character of centres. It notes that sympathetic adaptive re-use of heritage is an important way to conserve heritage significance. The subject site contains a heritage item, St Joseph's Novitiate, which is proposed to be retained within the common open space area of the development. The possible dedication of the heritage item to Council as a community facility is not desirable. The maintenance costs are considered burdensome, and the item as a community facility is not of considerable public benefit.

- *Delivering high quality open space*

The Plan notes that the key considerations for planning open space are quality, quantity and distribution. The proposed embellishments to the dedicated public space are not certain to result in a high quality outcome due to the topography constraints on site. To justify the increased yield, the public spaces would need to be of high quality design and

embellishment, and the potential of the proposed public spaces to become a high quality benefit are doubtful.

The 1,600m² tree lined park is a narrow strip of trees leading up to the heritage item. The area forms part of the DCP curtilage that permits a view corridor to the novitiate. The space is not usable and has limited embellishment potential that, due to its size and narrow configuration, would likely impact the heritage view corridor.

As part of the amended planning proposal, the drainage basin proposed to be upgraded to a public park has now been extended in area to include 34 Salamander Grove, Baulkham Hills. This is an additional area of 767m² and aims to improve accessibility to the park as well as enhance opportunities for through site links. The topography of this area of the site along with its approved use as a drainage basin raises considerable concern regarding the usability, walkability and quality of open space that could be achieved concurrent with resolving outstanding stormwater management issues.

MINUTES of the duly convened Ordinary Meeting of The Hills Shire Council held in the Council Chambers on 12 December 2017

ITEM-4 PLANNING PROPOSAL - 64 MACKILLOP DRIVE, BAULKHAM HILLS (5/2018/PLP)

A MOTION WAS MOVED BY COUNCILLOR HASELDEN AND SECONDED BY COUNCILLOR UNO THAT the Recommendation contained in the report be adopted.

THE MOTION WAS PUT AND CARRIED UNANIMOUSLY.

666 RESOLUTION

The planning proposal to amend zoning, building height, and the heritage mapping for land at 64 Mackillop drive and 34 Salamander Grove, Baulkham Hills not proceed to Gateway Determination for the following reasons:

1. The planning proposal is inconsistent with the objectives of the State Government Corridor Strategy, specifically growth projections and yield;
2. The planning proposal is inconsistent with the Hills Corridor Strategy in that it would allow for a dwelling yield and built form well in excess of the envisaged outcome for the Precinct;
3. The proposal fails to adequately address the demand for additional local Infrastructure or provide a significant community benefit to justify the increased yield on the site from the previous master plan;
4. The impacts on the local road network have not been adequately addressed; and
5. The proposal is contrary to the extensive strategic analysis already undertaken by Council as part of the recently approved master planning process for the site, which achieves a more appropriate outcome for the site and has greater consideration for existing infrastructure capacity.

Being a planning matter, the Mayor called for a division to record the votes on this matter

VOTING FOR THE MOTION

Mayor Dr M R Byrne
Clr R A Preston
Clr S P Uno
Clr B L Collins OAM
Clr M G Thomas
Clr E M Russo
Clr F P De Masi
Clr Dr P J Gangemi
Clr R K Harty OAM
Clr R M Tracey
Clr R Jethi
Clr A N Haselden

VOTING AGAINST THE MOTION

None

ABSENT

Clr A J Hay OAM